

WHY

DO WE NEED LEGACY PARKWAY & PRESERVE?

As traffic demand grows along the North Corridor, so does public support for the project.



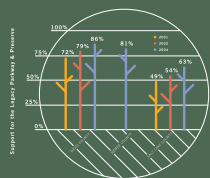
Nelson Ballard
Davis County Resident
"I don't even go on the freeway between about 3:30 and 5:30 at night because there's so much traffic on it. I just plan my time around it."



Kris Edwards
School Nurse
"Look at the highway during the rush hour. There's one main corridor and if there is any little glitch in that corridor it stops everything. There's no way to get in and out of Davis County without I-15 and there ought to be an alternate route."



Jim Montgomery
Horse Trainer
"You have got to be realistic about things. We're gonna be at a standstill if we don't build that highway."



Read #1 based on 1,843 phone surveys conducted by Dan Jones and Associates in 2001, 2002 and 2004. Margin of error 40%.

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GROWTH



- By 2020, population along the Wasatch Front is expected to increase by **40%**
- Population in the North Corridor, including Weber, Davis and northern Salt Lake counties, is **expected to grow by 18%**

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DEVELOPMENT



- The North Corridor is **wedged between** the Great Salt Lake to the west and the Wasatch Mountains to the east
- Most of the eastern side of the corridor is already developed, pushing **new development** further west

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WHY DO WE NEED THE LEGACY PARKWAY & PRESERVE?

CURRENT TRAFFIC ON I-15

TRAFFIC PROJECTIONS ON I-15

TRAFFIC



- By 2020, traffic in the corridor is expected to increase by **37%**
- Other than I-15, there are **no continuous**, high-speed, north/south routes through the corridor
- Redwood Road **only goes** as far north as 500 South in Woods Cross, a distance of only 4 miles out of 14-mile North Corridor
- U.S. 89 through Centerville and Farmington **acts as** Main Street and is primarily a two-lane road

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OPTIONS



- To reconstruct I-15, Legacy Parkway & Preserve is needed so travelers have an **alternate route** through the corridor
- About **5%** of North Corridor drivers are projected to use transit options, including commuter rail, when they are implemented
- Without an alternative corridor, whenever there is an incident on I-15, traffic spills over to Redwood Road, U.S. 89 and other local city streets, **severely** impacting neighboring communities

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